SERIES B—No. 46

WHAT PUBLIC OFFICIALS SAY

WHO HAVE TRIED THE TRANSPORTATION AGREEMENT

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WHAT PUBLIC OFFICIALS SAY

IN A LARGE CITY

OUR experience in Philadelphia proves conclusively to us that it is less expensive to send people all the way through to their destination than to simply "pass them on," and moreover, we are sure that no money has been wasted. While it has been shown that the adoption of the common-sense rules of the Transportation Agreement proves in the long run to be economical, it is of greater importance that they offer a reasonable solution to one of the perplexing problems that arise in the administration

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of public and private relief, and one that gives promise in a given instance of helping in a permanent way rather than in a manner that merely encourages shiftlessness and further dependency.

ALEXANDER M. WILSON, Assistant Director of the Department of Public Health and Charities of Philadelphia; Sept., 1912.

IN A SMALL CITY

I REALIZE that one must have a Board of Supervisors who will consent to the expense of care and telegrams and, if the case proves one for transportation, for through fare; and I am happy to say that we have such a Board. The last and most potent argument is always the dollars and cents one, and when my annual report showed that money had actually been saved in the transportation bill, all have agreed that the Transportation Agreement is based on sound principles. One thing that has particularly pleased the Supervisors is that in some instances my wire has brought response from the

relatives in the form of the transportation money, and sometimes also sufficient for the expense incurred in telegraphing and caring for the person here. This (following the Transportation Agreement) is certainly better than the old methods—even if it had cost a hundred dollars more. As it cost less, it makes a very convincing argument.

MABEL TIBBOTT, Overseer of the Poor, Fort Dodge, Iowa; Jan., 1916.

IN THE NATIONAL CAPITAL

THE system of "passing on" does not afford any real help to the applicant, but on the other hand results in increasing the number of vagrants and dependents. Fortunately experience seems to meet the objection raised on account of the expense of investigation and the cost of transportation to the end of the journey. As was hoped by the advocates of the newer method, the system of investigation has so reduced the number of applicants that

the expense, including the care of applicants while awaiting the result of investigation and the payment for tickets through to the journey's end, is less than was the money spent under the old system of passing on to some nearby community.

GEORGE S. WILSON, Secretary of the Board of Charities, District of Columbia; June, 1911.

FROM A STATE BOARD OF CHARITY

YOU are doing a public injury rather than a public good by passing on your burden to another community, and it is no sufficient defense to say that other jurisdictions are unloading their paupers on yours. Two disagreeing neighbors may wear themselves and their tempers out tossing a piece of rubbish back and forth over their back-yard fence, and they are simply wasting time and energy. You are doing the same thing when you "ship on" the pauper. The cost of transportation represents an absolute loss

to the county giving it, and the pauper not only is not benefited, but is directly injured, since he is confirmed in the habit of vagabondage. The only conditions under which you should give such transportation are that you shall first secure from some well-known party in the community to which the poor person desires transportation, under a notary's seal, a statement to the effect that the poor person or persons have friends in such community and that they will be amply provided for there.

STATE BOARD OF CHARITIES of Missouri, in a "Letter of Advice to County Courts"; Feb. 1, 1912.

FROM BALTIMORE, MD.

THIS Department cordially endorses the Transportation Agreement and feels that not to work under it would be a decided step backward.

NATHANIEL G. GRASTY, Secretary of the Board of Supervisors of City Charities; July 6, 1912.

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FROM OVER 100 SOUTHERN MAYORS

(or their representatives)

THESE delegates met for two days in Jacksonville, Fla., early in January, 1916, for the consideration of the transportation problem. After the fullest possible discussion a resolution was adopted urging all present to work for the passage, in their cities, of the following ordinance:

Be it ordained by the Mayor and City Council of the City of.....
that the Mayor is hereby *directed and authorized* to sign for and in the name of the City of.....
the rules concerning free transportation and charity rates, which have been published by the Committee on Charitable Transportation appointed by the National Conference of Charities and Corrections.